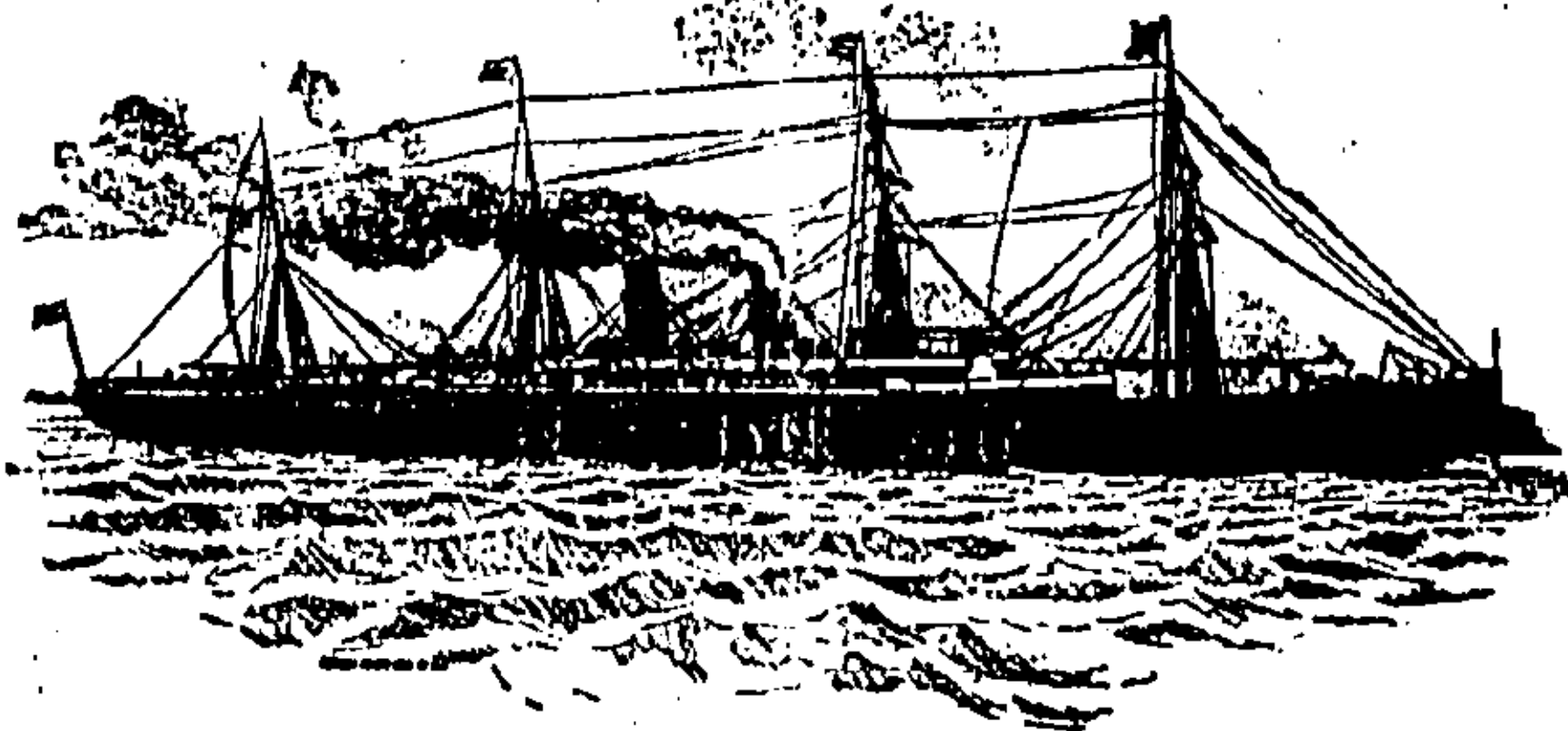


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"OHIO"	5,060 "	TUESDAY, 28th June, at Noon.
"DOBIO"	4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352 "	TUESDAY, 2nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 25th May, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

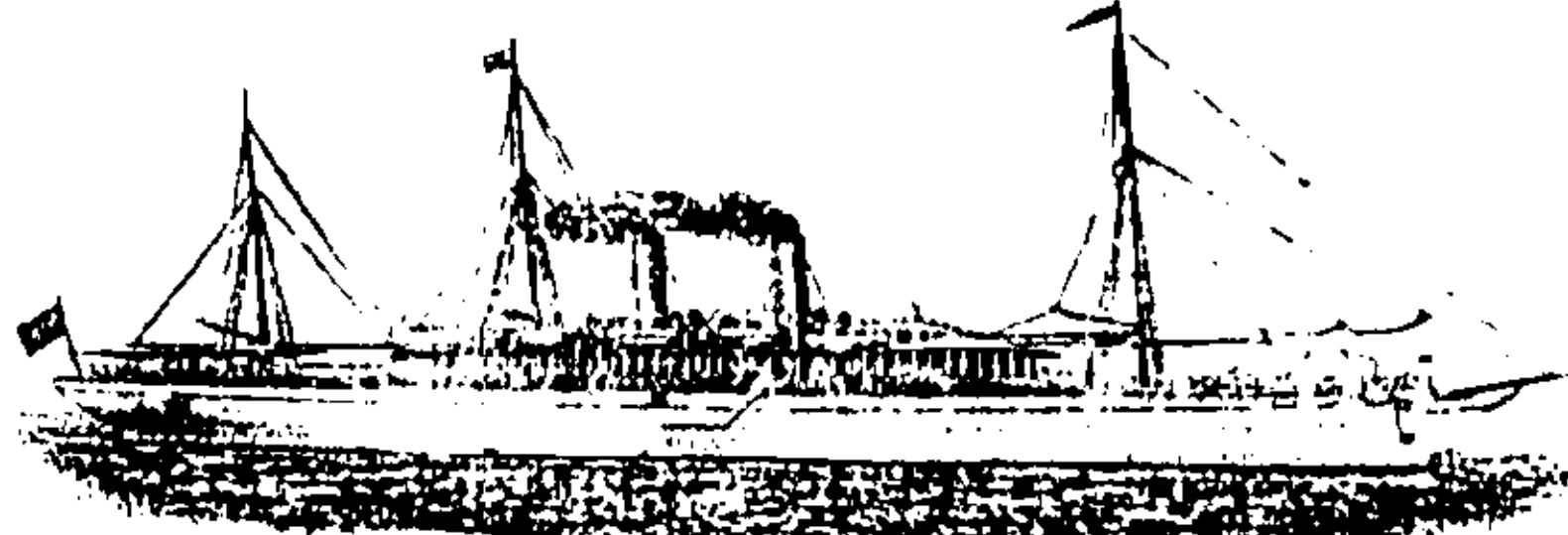
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 12th May, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 16 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	SATURDAY, 21st May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th July.
"ATHENIAN"	2,440 "	WEDNESDAY, 3rd August.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd August.

Hongkong to London, 1st Class, £40. Via St. Lawrence £60. Via New York £62.

Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 12th May, 1904.

HAMBURG-AMERIKA LINIE.
OBTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA	HAVRE and HAMBURG.	13th May. } Freight.
Marbure	(Calling at SINGAPORE and COLOMBO).	
MARBURG	HAVRE, BREMEN and HAMBURG.	17th May. } Freight.
Sters	(Calling at SINGAPORE and PENANG).	
STRASSBURG	HAVRE and HAMBURG.	31st May. } Freight and Passengers.
Madren	(Calling at SINGAPORE and COLOMBO).	
SEGOVIA	HAVRE and HAMBURG.	14th June. } Freight.
Förck	(Calling at SINGAPORE and PENANG).	
NURNBERG	HAVRE and HAMBURG.	28th June. } Freight.
Jaburg	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 12th May, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
99, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
27, DES VUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSIAH,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons | Captain J. Wilcox. || "NANNING," | 569 " | C. Butcher. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

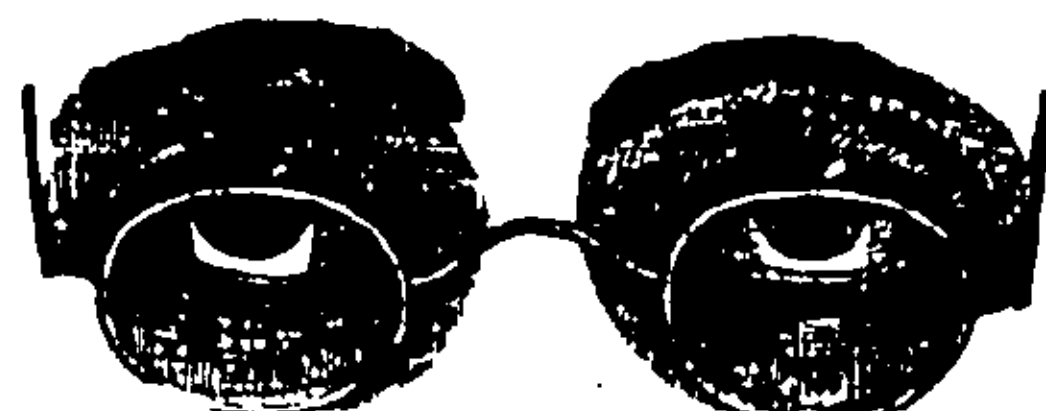
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VUEX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM,
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 15th December, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

SEE THAT YOU GET GOOD BREAD
ON YOUR TABLE.

MR. H. RUTONJEE is prepared to
DELIVER BREAD IN HONGKONG
and KOWLOON. The Sanitary arrangements
are as nearly perfect as possible, and the work
is under constant foreign supervision only.

THE BEST FLOUR IS USED.

BROWN BREAD made from the well-
known Graham flour. A speciality.

Special rates to Hotels, Messes, Clubs,
Boarding Houses, and large consumers.

H. RUTONJEE,
No. 1, D'Aguilar Street,
or
35 to 38, Kien Road, Kowloon.

Hongkong, 10th May, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 85 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.E.E.,
Manager.

Hongkong, 12th April, 1904.

BUSINESS TRAINING COLLEGE.

"E"LEMENTARY" SHORTHAND to
120 words a minute; completion to
corresponding speed; \$50, or by instalments
of \$5, a lesson.

"A"DVANCED" LESSONS to completion
of verbatim speed, \$100, or by instalments of
\$10 each lesson.

FOREIGN LANGUAGES TAUGHT.
TRANSLATIONS MADE.
TYPEWRITING TAUGHT on all makes
of machines.

MANIFOLDING, DUPLICATING, and
SINGLE TYPEWRITTEN COPIES for the
public.

MACHINES (all good makes) for sale.
EVENING CLASSES in SHORTHAND,
Typing, English, etc., Hours, 5 to 9 o'clock,
\$2 per lesson.

PUPILS attended at their own homes, or
lessons by post.

CIRCULARS post free.
WARWICK PEELE, Principal.
Hongkong (near G. P. O.)
Canton, 144 Shameen.
Hongkong, 3rd May, 1904.

[584]

CAFE RESTAURANT WEISMANN.

HAVING OPENED HIS NEW

PREMISES,

No. 34, QUEEN'S ROAD CENTRAL,
(opposite Post Office),

recommends to the Public of Hongkong.

Breakfast from 7 A.M. to 11 A.M.

Luncheon from 12 P.M. to 3 P.M.

Dinner from 5 P.M. to 8 P.M.

Meals a la carte at all hours.

Afternoon Tea a Speciality.

Special Ladies' Room and Retiring Room.

On Parle Français, Man Spricht Deutsch.

Monthly Terms for all Meals can be
arranged.

All kinds of Catering

done at Reasonable Prices.

All Orders Strictly Attended to.

Combined with the above is

THE EUROPEAN BAKERY,

where all kinds of Bread and Cakes are made

by the only European Bakers

in the Colony.

HANS WEISMANN,
Proprietor.

Hongkong, 9th May, 1904.

[603]

DRUGS, CHEMICALS, PERFU-

MERY, PATENT MEDICINES, ETC.

AND

Intimation.

THE ROBINSON PIANO CO., LIMITED.



SPECIALISTS in "EVERYTHING MUSICAL."

Hongkong, 6th May, 1904.

Entertainment.

THE HENRY DALLAS MUSICAL DRAMATIC CO.

RETURN SEASON.

TWO WEEKS ONLY.

GRAND OPENING NIGHT.

MONDAY, 10TH MAY,

"KITTY GRAY."

TUESDAY, 17TH MAY,

"KITTY GRAY."

PLAN AT THE

ROBINSON PIANO Co., Ltd.

Hongkong, 7th May, 1904.

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of May, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Hunz Hom in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Kowloon	400	400	100	38,000
2	Hong Kong	400	400	100	38,000

For Sale.

FOR SALE.

GENUINE CARDIFF AND JAPAN COAL.

Apply to

RITCHIE & Co.,

39, Des Voeux Road.

Hongkong, 22nd April, 1904.

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for

GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAT KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

Intimation.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

PRECIOUS STONES AS MEDICINE.

In this age of renovation, when we are ever being confronted with the resuscitation of old beliefs and practices in one form or another, it takes a great deal to surprise us. Old lamps are polished up and regarded as new, and the fads and fancies of hoary antiquity are pronounced the most up-to-date developments in art or science.

Judging from a statement recently made in a medical journal, we are now threatened with a revival of the ancient belief in the curative virtues of precious stones! This erudite organ of the medical profession gravely informs its readers that, "with the results of recent investigations into radio-activity and force-rays facing us, it is of interest to inquire if, after all, precious stones may not be capable of exerting therapeutic influence. The astute physician need not altogether neglect the part taken by gems in the kaleidoscopic variation of human sentiments and the evolution of personal sympathies." To understand the part taken by precious stones in the medical treatment of the middle ages, one has but to delve into some of the quaint old works on medicine written in that period to be readily satisfied. The belief that some occult and mysterious properties existed in precious stones, goes back to a period of unknown antiquity. The same belief existed in many other substances among the ancients, that in any way had a mysterious origin or were difficult to obtain. Thus we find the thad stone, unicorn's horn, and the bezour stone, and many similar curious things endowed with the most extraordinary virtues by the fathers of medicine. Such beliefs were fostered by the exponents of the healing art in early times, for it was to their interest to surround their art with as much mystery as possible.

It is little wonder, then, that gems or precious stones, which have ever appealed to the imagination, became surrounded with the superstitious influences of the time and were endowed with imaginary virtues. The practice of wearing gems as amulets and charms to ward off disease and other evils was probably the origin of their after use as remedial agents, which we find grew to a considerable extent in the Middle Ages. Galen records that the Egyptian King Nechepsus wore a grey jasper cut into the shape of a dragon surrounded with rays, which, applied to the region of the digestive organs, was believed to wonderfully strengthen that part. The diamond, though long credited with poisonous properties, if taken internally, was believed to endow the wearer with courage and make him "more fearless than careful." The ruby was worn to ward off the plague and pestilence, and according to Cardanus, "has the power of making the wearer careful, and of banishing idle and foolish thoughts." Taken internally it was believed to make the body capable of resisting decay. The emerald was used medicinally in early times as an astringent, and was warranted to cure dysentery, the bitings of venomous beasts, the plague and the falling sickness. It was also said "to remove acrid humours," to stop hemorrhage, and to strengthen the memory. It was swallowed in the form of fine powder, the dose being from six to thirty grains. An old writer says, "the emerald takes away vain and foolish fears as of devils and hobgoblins, folly and anger, and causeth good conditions."

Extraordinary virtues were attributed to the sapphire by medical men in ancient times. This stone was even supposed to have sexual characteristics, the pale-blue being called the male, and the dark-blue variety the female. They were used medicinally to "fortify the heart, to counteract the effect of poisons, to purify the blood, and to dry up ulcers on the eyes." Powdered rubies were also given in doses of from ten to forty grains to "sweeten the sharpness of the humours, to strengthen the vitals, to drive away melancholy, and restore lost strength." Lapis lazuli, "the stone of beautiful blue," was used to "purge me-

lancholy" and fortify the heart, as well as forming an ingredient in many compound medicines.

The jacinth, which used to be called the hyacinth in olden times, when ground into powder was formerly used to stimulate the heart and as a preventive to poison. A wonderful concoction was made in France which was considered to be a sovereign remedy for many ills. It was composed of jacinth, coral, sapphire, topaz, pearls, and emerald, together with several herbs and gold and silver leaf. "This preparation," says Pomet, "is much used in Provence and Languedoc, where you meet with few people without a plot." The same writer goes on to deplore that "the dearthness of this medicine and the demand for it is a reason that you have a thousand sophistications of it." The topaz, when reduced to powder, was mixed with rose-water and taken to prevent bleeding. To stop bleeding at the nose the stone itself was applied to the side of that organ.

It is also recommended for dropsy, to cure the plague and pestilence, and as a general reviver to the drooping spirits.

The amethyst was the stone of temperance and sobriety, and was said to prevent the wearer from strong drinks and from indulging in too much sleep. Further, it was believed to quicken the wits, and drive vapours from the head; altogether a most desirable gem to have about one's person. Amethysts should certainly become fashionable.

Pearls were administered in cases of consumption, and, when powdered, were recommended in ten-grain doses to strengthen the heart. Besides these virtues, they were believed to fortify the nerves, cure weak eyes, to keep the body sound from the decay of old age, and even "a cordial to resist the plague, when taken in doses of six grains in water sweetened with manna."

Amber was given to cure coughs and diseases of the head, while red coral was said to be "an excellent purifier of the blood and good for the liver."

Jasper was employed by the early physicians as an astringent and a cure for epilepsy and stone. It is probable the wonderful effects attributed to this stone were due more to the faith of the patient than to the substance itself.

The beryl was said to help "defluxions of the throat," and the sardonyx "to make men cheerful and avert melancholy." The chrysolite was reputed to ward off fevers; while the cuys, when worn round the neck, was believed to prevent epileptic fits.

The opal was said to cure weak eyes, and the bloodstone was often carried by warriors to arrest bleeding from a wound.

It will be seen from this list, which might be considerably extended, that the physicians of old, had, in precious stones, a formidable armament to combat many of the diseases flesh is heir to.

Whether their modern descendant will be bold enough to try their effects remains to be seen.

Who knows but we may yet hear of the specialist in nervous diseases prescribing powdered jasper for his epileptic patients; nor need we be surprised to see the "amethyst cure" advertised as the latest treatment for inebriates!

—P. M. G.

Notice of Firm.

CANADIAN PACIFIC RAILWAY COMPANY.
NOTICE.

FROM this date and during my absence from Hongkong, Mr. D. W. CRADDOCK will be in charge of this Company's business.

D. E. BROWN,

General Agent.

Hongkong, 11th May, 1904.

Intimations.

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Voeux Road.

Hongkong, 11th May, 1904.

SAVARESSE'S SANDAL CAPSULES

Not made of Gelatine, most efficacious, because absolutely pure English Oil.
Full directions. All Chemists.
Insist on Savarasse's.

THE HONGKONG TELEGRAPH OFFICE.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road,

Hongkong.

HONGKONG METEOROLOGICAL

SIGNALS

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road, and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FICO,

Acting Director.

Hongkong, Observatory, 12th January, 1904.

TELEGRAMS.

(Route.)

The War.

London, 10th May.

A telegram from Admiral Alexeff, to the Tsar, states that railway communication with Port Arthur was restored on Monday night. The Japanese statesman, M. Suematsu, at an interview with Reuter's representative, declared that Japan's first and chief aim was to push back Russia as far as possible. Russia would never be allowed the least political or territorial hold on Korea, whose future status would be that of a Japanese Egypt. Some form of a buffer state under Chinese sovereignty would possibly be created in Manchuria. Japan would regard any breach of China's neutrality as a calamity, the chief danger of which was Russia, who was doing things to irritate China. M. Suematsu said, in conclusion, that no matter what the Japanese successes might be, her policy is to ensure the absolute freedom to all powers in the Far East, and no Occidental power need have the slightest anxiety that Japan is likely to suffer from "a swelled head."

The Japanese Loan.

The Japanese loan of £5,000,000 has been fully underwritten in New York at 93½ and is quoted at 3½ prem.

LE MUNYON'S ESTATE.

At the Supreme Court this morning, the Chief Justice, Sir W. M. Goodman, had the bankruptcy petition, C. E. Le Munyon ex parte the New York Export and Import Company, brought to his notice by Mr. C. E. H. Beavis (Messrs. Wilkison and Grist), who applied on behalf of five persons for costs of legal proceedings taken against the debtor.

Replying to his Lordship, the Official Receiver (Mr. Bruce Shepherd) said that the total assets amounted to over \$1,000, but he was unable to give any idea of the amount of the indebtedness.

His Lordship allowed \$500, which included \$30 costs of the application, on the ground that he was satisfied that the debtor's property was preserved for the benefit of creditors by means of the legal proceedings brought by the creditors against the debtor without notice of any available act of bankruptcy committed by the debtor. He would allow the costs out of the estate in the same priority as was provided in respect of taxed costs.

THE "CHANGSHA."

The China Navigation Company's steamer *Changsha*, which arrived from Australian ports this morning, brought a full cargo, the principal lines being 200 tons barley, 450 tons lead, 1000 crates onions, 300 crates potatoes, 200 bags potatoes, 320 bales wool, 175 tons copper, 10 tons bones, etc., 150 tons coal, 30 tons naval stores, 50 tons oats, 10 tons frozen mutton, game, poultry, etc. She had also general cargo for Thursday Island and Port Darwin.

CANTON NOTES.

(From Our Own Correspondent.)

Canton, 11th May.

THE PROHIBITED GAMBLING.

Sunday, May 15th, is the day fixed by the Viceroy's proclamation for the closing of all the native gambling shops, many of which have already shut. As I said a few days ago all these gambling shops have been under false colours since the time of Li Hung Chang. All have the sign *Siu Wai Sing* instead of the sign *Pak Hop Piu*. This is said to be the first step in the crusade against gambling. So much has been said against the Viceroy that it is a pleasure to be able to report something in his favour. The business people in the city are loud in their praises of the suppression of this form of lottery.

BUDDHIST PRIESTS MAKE A CONTRIBUTION.

I have just learned that some Buddhist priests have become very patriotic. They have presented the government with land worth \$200,000, which is to be sold and the money applied to relieving the present financial difficulties.

THE EX-NAM HOI POY.

Notwithstanding the rumours which were abroad about the return of Poy to Canton he is still in Macao. The proper papers have not been arranged, and we are still in doubt as to whether the transfer will be made. It is said that Poy has insured his life for \$125,000 in one of the companies doing business in Canton, and that this is one reason why there is so much interest taken in his whereabouts.

OIL FUEL FOR STEAMERS.

The *Kobe Chronicle* has the following New York news, dated the 20th of March:—

The American-Hawaiian line steamer *Nebraskan*, Captain Weeden, finished to-night the longest trip ever accomplished with oil fuel. She left San Francisco on January 23rd, San Diego on February 3rd, and passed through the Straits of Magellan to the Atlantic on February 23rd. Her time from San Francisco to New York, sixty-three days, compares favourably with that of coal steaming vessels.

The *Alaskan* burning coal, which sailed from New York on January 16th was just sixty-three days in reaching San Diego. The distance from San Diego to New York through the Straits of Magellan is more than 16,000 miles.

The *Nebraskan* did not make a stop to obtain furnace food. She is to attempt to make the return trip in the same way. She took out 28,000 barrels of petroleum for fuel. If she had taken coal the space occupied by the bunkers would have been 75 per cent greater than that taken up by the oil and she would have been obliged to stop at different ports.

THE WAR.

RUSSIAN ATTACK ON ANJU.

COSSACKS LOSE HEAVILY.

Mr. M. Noma, Consul for Japan, has kindly communicated the following telegram:—

"Tokio, May 12th, 11.35 a.m.

"On the morning of 10th inst. 200 Russian cavalry attacked Anju. The Japanese garrison stubbornly resisted. One company of reinforcement arrived on the afternoon from Pingyang. The enemy fled on the morning of the 11th when further Japanese reinforcement arrived from North and South. The Japanese casualties were four killed and six wounded. The enemy's casualties were over fifty. A non-commissioned officer, taken prisoner, said the enemy consisted of five hundred Cossacks."

THE YALU BATTLE.

DETAILS OF COMBAT.

London, 5th May.

A Paris telegram of May 4th states that General Kuropatkin, in his official report, gives the following explanation regarding the Russian reverse on the Yalu:—

During the engagement the Japanese directed their principal efforts against the Russian left wing which was composed of only 5,000 troops. The rest of the army covered a vast sweep of ground. The Russians thus found themselves obliged to fight against an enemy that was five or six times their superior in point of numbers. One Russian regiment covered the retreat of the other troops and fought heroically against an entire Japanese Division. It was decimated. Two batteries of artillery were obliged to leave their guns on the field, all the horses and nearly the men having been killed. The gunners, however, spiked their guns before abandoning them.

The report further states that:—The Japanese have lost 3,000 or 4,000 men, killed. They pursued the Russians in the direction of Feng-hwa-g-cheng, but were obliged to abandon the pursuit after having lost 300 men.

Viceroy Alexeff wants all Chinese officers withdrawn from Fengtien (Mouk'ien).

The Tokyo correspondent of the *Daily Telegraph* wires that the transport steamer carrying the foreign military attaches, including Sir Ian Hamilton, struck a rock, and that the attaches were transferred to another steamer.

LLOYD'S AND WAR RISKS.

INSURANCE RATES FALLING.

Although there have been one or two rather severe losses, Lloyd's underwriters who issued policies against war risks have, on the whole, done well out of the business. The *Kanagawa Maru* and the three other steamers of the N. Y. K. in European waters at the outbreak of hostilities, have all arrived at, or left the Cape, so that fear of their capture by the Russian warships is practically at an end. Three of these steamers are taking out 25,000 tons of Cardiff steam coal for the use of the Japanese Fleet, and very high rates had been paid at Lloyd's to insure against capture on the voyage. Coal cargoes outward bound from South Wales to Japan in British steamers can now be insured at a premium of 3 per cent. The "East of Singapore" war rate for general merchandise is reduced to 25 per cent, except in the case of North China ports, on which the premium is 35 per cent. Underwriters are generally inclined towards a lower range of premiums for the insurances to ports of Japan, 35 per cent being about usual for non-contraband goods in neutral bottoms, but Port Arthur and Vladivostok are uninsurable.—*L. & S. C. Express.*

THE WAR: ITS POSSIBLE LENGTH.

At first there was a very general opinion that the war would last long. It was understood by most well-informed persons that Russia was not prepared. Her Government had been so convinced that the Japanese would not dare to draw the sword against it, that it did not make the necessary preparations, and therefore it seemed not improbable that it would be beaten at first. When Russia lost command of the sea the opinion was strengthened, for it then became clear that she was dependent upon a single railway, with a track for the despatch of her reinforcements, and the keeping of her army in the field supplied with everything requisite. People argued that Russia could not afford to confess herself beaten—that she would continue the struggle, therefore, until she ultimately wore out her adversary. We never took that view of the situation. On the contrary, we pointed out that the position of Russia now strikingly resembles her position when the Allies sat down before Sebastopol; that in attempting to defend Sebastopol she wore herself out, and that when Sebastopol fell she

"SUBMITTED TO THE INEVITABLE and concluded peace. The inference we drew was that as she was found to be as totally unready as the indications seemed to show, the Japanese would quickly take Port Arthur and Vladivostok, and that then she would not hesitate to conclude peace, any more than she did half a century ago. As time goes on the public in general is coming more and more to our view of the probabilities. Perhaps it is being converted by the increasing evidences, that Russia is more unprepared than anybody believed. It would seem, indeed, from General Stossel's address to his troops, that in his opinion, at all events, the position is practically desperate. Another thing that has made a great impression upon the public mind is the persistent rumours of intended intervention. Rightly or wrongly, it is believed that these rumours, if not set afloat, are at all events favoured by Russia—that Russian public men,

in fact, would be greatly pleased if the Powers would intervene. For it is believed that they recognise that

THE DIFFICULTIES OF TRANSPORT

are so great that it is useless to expect to defeat Japan, without so protracted and so costly a war, as would leave Russia exhausted for at least a generation. According to a very common impression, Russian public men are of opinion that Russia herself can hardly afford to do now, what she refused to do when asked by Japan. But they conceive that she might yield to the representations of all Europe what she had refused to Japan alone. There are obvious difficulties in the way of an intervention, at least until a great battle has been fought upon land. Intervention would be hopeless unless this country took part in it. If the British Government refused to intervene, Japan would be encouraged to disregard the representation of the other Powers. But it would be an extremely delicate thing for this country to intervene, unless Japan expressed her desire that there should be intervention. This country, it must never be forgotten, is the

ALLY OF JAPAN.

If it were to intervene now it would seem to be stepping in to protect Russia against its own ally, and that is a thing that obviously could not be done. But if there were a great battle upon land, the situation would be greatly changed. If Japan were defeated, it might be desirable in the interest of Japan to intervene. If, on the other hand, Russia was defeated, it might facilitate an early arrangement; always supposing, of course, that the view is correct that Russia really desires intervention. If she does, and if she were proved to be so unready that she could not hold her ground in Manchuria, it would not be inimical to her to intervene for the purpose of stopping hostilities, and bringing about an arrangement. On the other hand, if a satisfactory arrangement could be made, it would obviously be favourable to Japan to bring that about without further fighting and further expense.

Would it be possible to make such an arrangement as would not humiliate Russia? Clearly, if Port Arthur and Vladivostok both fell into the hands of the Japanese, or if they were besieged, and it was evident that Russia was not in a position to relieve them before they were compelled to surrender, it would seem as if a settlement might be arrived at. If our information is correct, the Japanese desire to build

A GOLDEN BRIDGE.

for the retreat of their enemy. They do not wish to drive Russia to extremities. But, on the other hand, they are determined to rest content with nothing less than full assurance, that their own independence is respected as well as that of Korea, and also the integrity of China is assured. In all reasonable probability, therefore, if Japan is as successful on land, as she has been on sea, she will insist upon the complete evacuation of Manchuria, and the cession to her of Port Arthur and the Liautung Peninsula in general. Supposing that the Russian army in Manchuria was defeated, and that Russia could not for a considerable time reinforce that army; supposing, further, that both Port Arthur and Vladivostok were either taken, or were so closely besieged, that their fall was morally certain, might not Russia be willing to part with Port Arthur for the sake of redeeming Vladivostok? A difficulty would remain regarding the

RAILWAY THROUGH MANCHURIA.

Russia has always declared that she recognises the sovereignty of China in Manchuria; that she would evacuate that province as soon as she felt it safe to do so, but that she would require the means of protecting her Manchuria railway. It would, therefore, be no humiliation to her to hand back Manchuria to the Chinese. But how could her claim for the protection of the railway be satisfied? There are several ways in which it could be done, assuming that Russia felt herself in such a position that peace was necessary to her. Either the railway might be neutralised and placed under the management of an International Board, all the Great Powers guaranteeing its security, or the railway might be sold to China, and a revenue might be set apart that would gradually repay Russia. There need be no serious difficulty in

ARRANGING FOR THE PAYMENT

For if Japan wins, and is left practically in control of Korea and China, she can be counted upon to see that the purchase-money for the railway will be forthcoming. Probably indeed, the independence and integrity of China were guaranteed by the Powers, and if either an International Board, or a China-Japan Board were to be constituted for the management and protection of the Manchurian railway, it would be easy to raise the price, pledging the railway as a security. The real question is, whether Russia could be brought to consent to such an arrangement even if her armies in the field were decisively defeated, and Port Arthur and Vladivostok were either taken or were so besieged as to be sure to be taken. It would, of course, be a

BITTER PILL FOR RUSSIA

to swallow, and Russia might refuse. But if she did, and thereby intervention failed, Japan would practically be in possession of all the territory now occupied by Russia, and all Korea in addition. She would thus be able to recruit in both Korea and China, so that her preparations would keep pace with those of Russia. It may be objected that she would not be able to borrow as freely as Russia, and that, therefore, her preparations could not be so effective. But if Japan proves to be as well prepared upon land as she undoubtedly is upon sea, and if she carries everything before her, so that she practically drives the Russians out of Manchuria, can anybody seriously doubt that she will be able to borrow with all the resources of China, as well as of Japan under her control?—*The Statist.*

Reports received the other day by the Military Intelligence Department of Viceroy Yuan

Shih-k'ai at Tientsin, sent by officers detailed for the purpose, make the total number of Russian troops in the three Manchurian province and Eastern Siberia as follows:—170,000 infantry, 17,000 cavalry and 256 guns. Of this number 20,000 infantry, 5,000 cavalry and 32 guns are in Eastern Siberia, the rest being concentrated at Harbin and the vicinity of Moukden.

THE SINGAPORE SHOOTING AFFAIR.

Joseph Maurice Somers, musical director of the Fanny Stanley Opera Company, has been arraigned at Singapore on a charge of murder, by causing the death of a German named Frederick Warburg. The accused, who was given a seat as his health had broken down pleaded "not guilty." The Hon. W. R. Collyer, Attorney-General, conducted the case for the Crown. He addressed the jury and gave them a brief outline of the incidents leading up to the death by shooting of Warburg. He remarked in conclusion that this was one of the most distressing cases he could ever remember. The prisoner had taken out a revolver with the expressed purpose of using it, and unfortunately he had used it although he had not been touched at all himself. No one would be more gratified than he if the jury could decide, after hearing the evidence in the case and being directed by His Lordship, to alter the charge of murder to a less grave one. He, himself, did not think, however, that the prisoner could, on the evidence, be arraigned on any other charge than that of murder.

Evidence was then heard, and the case had not concluded when the mail left.

THE LOSS OF THE S.S. "SCOTIA."

CAPTAIN EXONERATED.

A Marine Court of inquiry has been held at Singapore to inquire into the loss of the *Telegraph* steamer *Scotia* which was wrecked on a reef near the entrance to the harbour of Guam while on a voyage to Honolulu. Captain Rush-ton stated that the *Scotia's* registered tonnage was 2,776 and she was registered at London. She belonged to the Commercial Pacific Cable Co. of America. On the 3rd of March they left Hongkong for Honolulu via Guam. At 3.30 on March 11th they made Guam. There was a north swell on. He called at 3.30 and slowed the engines. At 4 he saw that he would arrive too close before daylight so he turned her round and steered west. The engines were still slow. He then left the bridge and gave orders to be called at 5. At 5 he was called and went on deck, turned the ship round and set the engines at full speed. He was using the British Admiralty chart until he got close in and then he used the American Naval chart. Frequent cross-bearings were taken until 6.10 when it was broad daylight. Witness saw on the bridge with the fourth officer. They saw a black buoy bearing East. Witness starboarded and found the point altering its bearings so fast that he stopped the engines, thinking that he had got hold of the wrong buoy. The ship was then heading about East. He took a rough bearing of what he thought to be the mountain given in the directory. He had evidently made a mistake about the mountain. He was taking a new bearing when the ship gently touched the bottom, without any shock. Just as he stopped the engines the men called 5½ fathoms. Her speed was then about three knots. He ordered the engines full astern and sent for the Chief Engineer and told him to pump out the after ballast tank as he knew she was five or six feet by the stern. He ordered an officer away to take soundings round the ship and another officer to take soundings from the ship and the other to take soundings from the bottom of the furnaces and witness instructed him to draw the fires and blow the steam of the boilers and at the same time stopping the engines. The engines going astern had no effect. The Captain of a U. S. naval collier came aboard about 7.30 and he advised witness that the wind would increase as the sun got up. The wind was then blowing fairly fast from the Northward with a nasty swell. Witness lowered all his port boats. He had ropes made fast to the cable in the hold. They had fifty-five miles of cable stored in one tank and furniture and stores belonging to the Company. Witness sent messages ashore to find out if he could get any assistance and found that he could get none at all. He then went ashore at 10.30 or 11 and wired to New York and London. Meanwhile they were landing valuable instruments. On the morning of the 18th they all went ashore as the wind was blowing a gale and the seas were going right over the funnel. The fore bunker was on fire. There were about 200 tons of coal in that bunker. On the 24th the whole after part of the ship broke apart. The *Patrol* arrived on the 26th and took the cable out of her. The balance of the ship was sold to a firm in Guam for \$77. He considered he was justified in relying on the position of a buoy. He was entering a port which was a U. S. naval station, where they keep a man-of-war, where naval transports call in every month regularly and which had been surveyed and chartered by the Government. The chart he used was published in 1902. Under those circumstances he considered he was quite justified in relying on the buoy.

The Court found that Cap. Rushton was not to blame in any way for the accident and that the necessary precautions were taken.

NAVAL manoeuvres on a very large scale are expected to commence in the Mediterranean very shortly. It is understood that some 70 warships will assemble at the Rock for this purpose towards the end of the present month. These will be drawn from the combined Mediterranean and Channel cruiser squadrons.

THE P. & O. S.S. "PALAWAN'S"

EXPERIENCE IN THE CHINA SEA

Captain J. D. Andrews of the P. & O. liner *Palawan*, which arrived at Singapore from Hongkong on 4th inst., reported having encountered an extraordinary cyclone in the China Sea. Luckily his ship suffered no damage, but the incident was most interesting from a meteorological point of view, and was thus reported in a letter to Mr. H. J. Chope, the P. & O. Agent:—

As a matter of interest I have to report meeting with a cyclonic storm of considerable violence in Lat 9° N. and Long. 108° or about 100 miles each off Palo Condor. The attendant conditions were so unusual and the steepness of the barometric gradient so extreme that the incident is worthy of record. The antecedent climatic conditions were, shortly stated, as follows: From Hongkong to the east of Coochin China, experienced moderate winds from E. and ENE, with fine weather. Off Cape Varella, (9 a.m., April 3th), the wind backed to the Northward the barometer remaining steady at 30.00. At 11 a.m. the weather became overcast and rain set in, continuing at intervals until passing Cape Padaran at 5 p.m. The disturbance here appeared to be entirely local; the wind backing from East through North, to S. W. and the barometer steady at 29.92. After passing Cape Padaran the wind returned to the Eastward and the weather cleared up.

8.35 p.m. Passing 2 miles West of High Rock, (Pulo C. de Mer) 50 miles further South, the wind was at East, sky overcast and bar. steady at 29.91 ship's course being S. 26 W. (true). At midnight the same conditions prevailed, barometer standing at 29.85.

At 4 a.m. (May 1st) with the wind at E.N.E., we were running before a typhoon steering a course to pass between Pulo Condor and the Banda shoal. At 5 a.m. the wind was N.E. and at 6 a.m. North with the barometer at 28.70. At 6.10 a.m. (Lat. 9° N. Long. 108° E.), with a sudden shift of wind to the N.W., the fury of the storm struck us. The few remaining awnings that we were unable to secure were instantly blown to shreds; and two cutters, carried outboard on the weather side, were turned, by the force of the blast, bottom up over their securing spars on to the boat deck. The ship behaved splendidly, her light draft and excellent trim saved her from damage in the confused, lumpy sea that was running. As before stated the remarkable feature of this disturbance was the steepness of the barometric gradient a study of which would lead one to believe that the storm was of small area though of great violence, thus when approaching the centre of depression obliquely the gradient of descent was one inch in 4 hours or 47 miles of progress, whereas when leaving it directly the gradient of ascent was one inch in 10 miles of progress on a southerly course.

This last, I imagine, bearing in mind the time of year and geographical position, is something more than uncommon.—*Strait Times.*

ONE of the most remarkable testimonies to the advantage of the water tube boiler has been provided in the race of the Chinese squadron from Spithead to Bermuda. The ships steamed a mean average of seventeen knots an hour, and while that is so all the vessels arrived in very good trim. Of course, it will not be forgotten that the course extended over four thousand miles, and to maintain a rate of seventeen knots an hour over such a distance is without a parallel in the history of the British Navy.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Lienjamen, Kelly & Potts' share quotations notified to us after the list had been printed:—	2.45 p.m.
Hongkong Banks	\$665
Union Insurance	\$50
Hongkong Fires	300 b.
China Sugars	145 sa.
Hongkong Lands	155 b.
Humphreys Estate	11.25 b.
Green Islands	25.50 b.
Dairy Farm	13.50 b.
Farnhams	Tls. 147½ b.
Hongkong Wharfs	150 sa.
Chinese Engineering	7 sa.
Sumatras	60 sa.
Langkats	297½ sa.

RAUBS.

According to the *Strait Times*, an experiment of sinking a deep shaft to 1,500 feet is being undertaken by the Raub Company, with the assistance of the F.M.S. Government, and it is to be hoped that this enterprise will be rewarded by the discovery of payable gold at that depth.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/9 11/16
Do. demand	9½
Do. 4 months' sight	1/9 15/16
France—Bank T.T.	2.26½
America—Bank T.T.	44
Germany—Bank T.T.	1.84½
India T.T.	135
Do. demand	135½
Shanghai—Bank T.T.	72
Japan—Bank T.T.	88½
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	108½
Buying.	
4 months' sight L/C.	1/10 1/16
6 months' sight L/C.	1/10 3/16
30 days' sight San Francisco & New York	44½
4 months' sight	45½
30 days' sight Sydney and Melbourne	1/10 5/16
4 months' sight France	2.31
6 months' sight	2.32½
2½ months' sight Germany ..	1.89
Bar Silver	35 13/16
Bank of England rate	3%

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
Malwa New	960/1,080
" Old	1,100/1,160
" Oldest	1,180/1,230
Patna New	1,300
" Old	1,340
Beres New	1,330
" Old	1,320
Persian (Paper)	880/920

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 15th instant, at 9 a.m.

For Freight or Passage apply to
DOUGLAS, LAIRDALE & CO.,
General Managers

Hongkong, 12th May, 1904. [610]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th instant, at 9.30 a.m.

All Claims must reach us before the 23rd instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 12th May, 1904. [3]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 6 P.M. FRIDAY, the 13th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

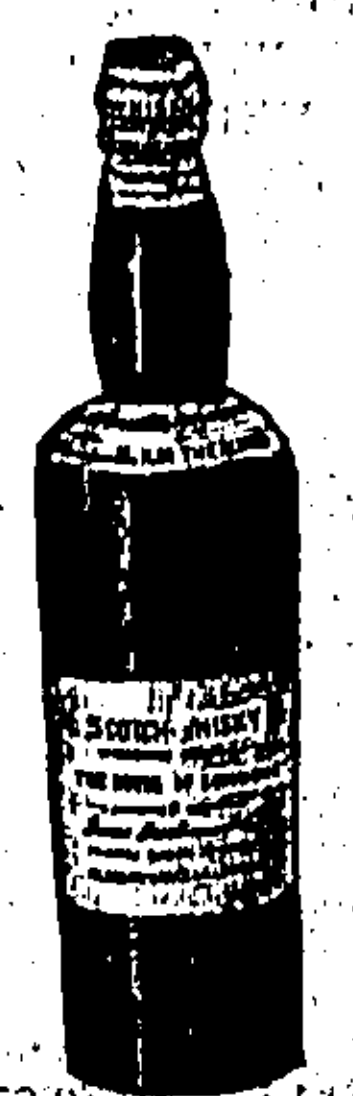
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 12th May, 1904. [611]

Intimation.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H.M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central, [7]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 17th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 7th June.
*GENOA, MARSEILLES & L'POOL	"TEUKAI"	On 20th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 17th May.
S.S. "AGAMEMNON" from Pacific Coast via Japan is due here on 27th inst. from Moji. S.S. "NINGCHOW" will leave Victoria, B.C., for Japan and Hongkong on 15th May.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hong Kong, 10th May, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	14th May.
SHANGHAI	"WHAMPOA"	14th "
YOKOHAMA and KOBE	"TIENTSIN"	15th "
NINGPO and SHANGHAI	"CHANGSHA"	16th "
CEBU and ILOILO	"SINGAN"	17th "
MANILA	"WUCHANG"	17th "
SWATOW, CHEFOO and TIENTSIN	"KAIPONG"	18th "
THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KANSU"	18th "
	"CHANGSHA"	* 2nd June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th May, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 14th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st May, at 10 A.M.
PERLA	1980	A. H. Noley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 7th May, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,190	Schuldt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th,
"NICOMEDIA"	4,370	Wagner	August 14th,
"ARABIA"	4,483	Bable	September 14th,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M., on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE—(Week Days) 1st Class (including
cabin and servant), \$5; Return Ticket, \$8;
2nd Class, \$3; 3rd Class, 50 cents.
On Excursion Sundays, 1st and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.
2nd " " 1.50 " "
Meals " " 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

[16]

Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Noel, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese .80
Deck 30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 23rd March, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. [118]

FOR MANILA (DIRECT).

THE American Steamship

"BINONDO,"

Captain D. Aldamin, will be despatched as
above, on SATURDAY, the 13th instant, at
10 A.M.

For Freight, apply to
BARRETTO & Co.,
Agents.

Hongkong, 11th May, 1904. [606]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-SHAW COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut	9,605	W. M. Smith	May 21
Tremont	9,605	T. W. Garlick	June 28
Lyra	4,417	G. V. Williams	Aug. 4
Shawmut	9,605	W. M. Smith	Sept. 1
Tremont	9,605	T. W. Garlick	Oct. 1

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Tremont 9,605 T. W. Garlick. [Ab. June 8
Shawmut 9,605 W. M. Smith.]

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 7th May, 1904. [12]

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS, ISSA"

will be despatched for the above Port, on
THURSDAY, the 26th May.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 21st April, 1904. [156]

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above TO-MORROW, the 13th instant, at
4 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 12th May, 1904. [600]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SHIMOSA" 13th May.

"SATSUMA" 3rd June.

"RICHMOND CASTLE" 15th "

"ST. FILLANS" 30th "

"LOWTHER CASTLE" 31st July.

For Freight and further information, apply
to

DODWELL & Co., LIMITED.

Agents.
Hongkong, 7th May, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain C. Willis, will be despatched as above,
on MONDAY, the 16th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th May, 1904. [601]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain Veron, will be despatched for the
above Ports, on or about MONDAY, the 16th
instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 10th May, 1904. [19]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain James Young, will be despatched as
above on TUESDAY, the 17th inst., at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th May, 1904. [603]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI AND SALINA CRUZ
(MEXICO).

THE Steamship

"LOTHIAN"

will be despatched for the above Ports, on
SATURDAY, the 21st instant, at 4 P.M.

For Freight, apply at the Company's Offices,
No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.
Hongkong, 9th May, 1904. [484]

Sanitas
Purifying Agent
Indispensable in Hot Countries.
"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.
"Sanitas" Disinfecting Powder
is the best air purifier known, and a strong
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.
"Sanitas" Eucalyptus Soap
is specially recommended by the medical
faculty for use in hot climates, because of its
disinfecting qualities and its fragrance.
Kingzett's Fumigating Candles
apply the safest and most convenient means
of fumigating. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.
THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 26th April, 100 cts. per \$ Mex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	"
" Roast—Shiu	18
" Breast—Ngau Lam	"
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	"
" " Serjoin—Ngau Lau	"
" Sausages—Ngau Yuk Chaung	"
Bullock's Brains—" Know	8
" Tongue fresh—Ngau Li	45
" " corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	"
" Tail—Ngau Mei	"
" Liver—Ngau Con	"
" Tripe (undressed)—Ngau To	"
Calves' Head and Feet—Ngau-chai-	"
tau-keek	Set
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chittings—Chi cheong	7
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	"
" Pork, Chop—Chi Pai Kwat	"
" Corned—Ham Chu Yuk	"
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	"
Keok	set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	"
" Liver—Yeung Con	"
Sucking Pigs, To Order—Chu Chai	"
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	18
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	"
Capons, Large, Small—Sin Kai	30
Ducks—Ap	23
Doves—Pan Kau	each
Geese, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	24
" Hainan—Hoi Nam Kai	"
Geese—Ngai	22
Geese, Wild Shanghai—Sheung Hoi Ye	"
" Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	"
Partridge—Che Khoo	"
Pheasant—Shan Kai	priv
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	"
Quail—Um-Chun	"
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	65
" Hen—" Na	"
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	"
Apea	per pair \$1.25

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu ..	10
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Mun Yu	16
Crabs—Hai	17
Cuttle Fish—Muk Yu	18
Dab—Sa Mang Yu	16
Dace—Wong Mei Lun	12
Dog Fish—Tit Tu Sa	12
Eels, Congor—Hai Man Yu	22
" Fresh water—Tam Sui Yu	16
" Yellow—Wong Sin	35
Eels—Tien Kai	32
Groupers—Sek Pan	62
Groupers—Pak Kup Yu	10
Gringings—Tao Pak	11
Grouper—Cheung Kwan Yu	18
Grouper—Wong Fa Yu	18
Grouper—Wu Yu	24
Grouper—Lung Ha	30
Grouper—Chi Yu	30
Grouper—Mon Yu	18
Grouper—Chai Yu	34
Grouper—Sang Hoo	22
Grouper—Kai Kung Yu	14
Grouper—Tau Loo	15
Grouper—Fa Paw Poong	13
Grouper—Pan Yu	24
Grouper, Black—Hak Chong	22

CONNAUGHT.

Bell, J. F.	Hyland, Mr. and Mrs.
Buchanan, E. B.	W.
Cacho, Mr. C. V. de	Janco, J. E.
Cacho, Miss C.	Joseph, J. E.
Cacho, Miss R.	Lingen, Miss L.
Cacho, T. M.	Menashih, R.
Cansola, A.	Newborn, R. H.
Christie, Mr. & Mrs. D.	Rees, L. C.
Cronin, F. O.	Siebenshuin, R.
Davies, F. John	Tingle, H.
Delgado, M. P.	Trimingham, N. S. P.
Dyke, Mr. and Mrs. H.	Walker, A. T.
Lauria, J. D.	Wilkins, Dr. and Mrs.
Helme, E. B.	A. M.
Hervey, W. F.	Williams, W. H.

CRAIGIEBURK.	
Cowden, Mrs. & Miss	Ross, W. W.
Dann, G. H.	Smith, Mr. E. Grant
Gaskell, Mr. and Mrs.	Smith, Mr. and Mrs.
Griffith, Mrs.	Grant
Lauder, P.	Woodward, Mr. & Mrs.
Roberts, A. G.	and children

THOMAS.	
Adania, F. R.	Laason, Hill
Ajinles, Famas	Low, G.
Castro, A.	Manceal, B.
Dunlat, A. E.	Maning, F.
Erkine, E. P.	Mckee, F. B.
Flamas, Mr.	Palmer, Chas. B.
Forman, J. G.	Riveria, Jose
Hains, Mr. & Mrs. J. J.	Theodoros, Mr.
and 2 children	Unzon, T.
Harris, B.	Villamaor, Juan
Hill, M.	Whiley, Mr.
Holliday, L. M.	Williams, S.
Hough, Dr.	Williamson, H. C.
Kirkam, Mrs. A.	Young, L. C.

Allis, F. B.	Moxon, Mr. and Mrs.
Beattie, J. M.	Herbert
Beattie, M. P.	Nathan, Mr. and Mrs.
Benson, Mr. & Mrs.	Faxton, Mr.
Bunny, Lieut. Col. F.	Perry, F.
W.	Pollock, H. E.
Bunny, Miss	Post, N.
Brawn, Col. L. F.	Prince, Mr.
Chapman, A.	Reid, T. H.
Whedeker, Capt.	Rice, P. I.

French, Major G. A.	Sawyer, Mrs. W. E.
Grant, R.N., Eng. Lieut.	Shortridge, Mr. & Mrs.
A. R.	Sinclair, A.
Hudig, D.	Skelton, Mr.
Hamilton, Major	Skelton, Mrs.
Hamilton, J. E.	Smith, A. Findlay
Hanmer, Mr.	Smith, C. W.
Hardy, R.N., Comman-	Spalckhaver, W. O. C.
der and Mrs.	Stevenson, D.
	Sternberg, F.

Hewitt, F. T. B.	Stokes, Mr.
Holbeler, Lieut.-Col.	Uffel, W. von
Holborow, Mr.	Watkins, R.E., Capt.
Jeffery, Mrs.	and Mrs.
Jeffues, H. W.	Watson, Mr. and Mrs.
King, Mr.	Watson, Comdr. and
Krusse, Geo.	Mrs.
Lee, J. B.	Wenborn, S. T.
Low, D. R.	White, Dr. and Mrs.
Malke, Mr.	M. J.
Martin, R.	Wood, Mr.

CAPTAIN.	LAST REPORTED
Under O. de B. Brock	en route Shang
T. H. M. Jerram	Mirs Bay

...nder R. Nugent	Shanghai
... Charles Windham, C.V.O.	Mrs Bay
... R. Nelson Ommayne	Hongkong
... Commander F. M. Leake	Yangtze
... Commander T. D. Pratt	Yangtze
... n Fegan	Mrs Bay
... n Henry M. Tudor	Hongkong
	Hongkong
... n Robert H. S. Stokes	Weihaiwei
... ander Ernest Barton	Hongkong
... Commander C. Asser	Hongkong
	Chemulpo

in W. A. Carter	Mira Bay
_____	Hongkong
_____	Hongkong
_____	Hongkong
Commander J. D. Daintree	Hongkong
Commander J. A. Gregory	Yangtse-Kian
Commander G. B. Powell	Weihaiwai
urable N. G. Stopford	Hongkong
Commander G. G. Webster	Mira Bay
ain T. G. Greer, R.N.	Hongkong
_____	Shanghai
Commander W. H. Nicholson	

ain Morris B. Smyth	...	Sandakan
nd Commander D. St. A. Wake	...	West River
nd Commander John P. Irven	...	Shanghai
nd Commander T. Jackson	...	West River
nd Commander H. T. Atlay	...	East River
nd Captain C. H. H. Moore	...	Mirs Bay
nd Commander Davidson	...	Yangtze
nd Commander C. G. Codrington	...	Hongkong
nd Fleet Reserve	...	Hongkong
nd Lieutenant Lewis Bayly	...	Singapore
nd Commodore Dicken	...	Hongkong
nd Commander E. E. Ingram	...	Yangtze

tain J. A. C. Wilkinson	Shanghai
utantant Forbes	Hankow
tain Leslie Stuart, C.M.G.	Ming Bay
ommander S. St. John Farquhar ...	Singapore
	Hongkong
ut-Commander Ernest C. Hardy ...	Ming Bay
ut-Commander H. M. Wells	Hongkong
ut-Commander Hugh Somerville ...	Hankow
ut-Commander Wason	Yangtze

5.

ER BEER

QUARTS.

LIQUOR.

RICKEL & C

ODELL ST.

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,
at 1 P.M., the Company's Steamship
"POLYNESIE," Captain Le Cospeller,
with Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSIT-
MENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 16th May, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th May, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying H.
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 21st May,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London,
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th May, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Consignees.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE Chartered H. A. L. Steamship

"THEODOR WILLE,"

Captain Krutzfeldt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 11th May, 1904.

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM SEATTLE, TACOMA, VICTORIA,
YOKOHAMA, KOBE AND MOI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 8th May, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "OCAMPO,"
FROM ANTWERP AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed
that General Cargo is being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Ltd., at Kowloon, whence and/or from the
wharves delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 15th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 7th May, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIMLA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *India* and *Sunda*.

From Calcutta, ex S.S. *Somali*.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th May, 1904.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"OLDENBURG,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 16th May, at
9.30 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 10th May, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 12th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$6,500,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$600 buyers
National Bank of China, Limited. Do. (Founders')	4,453 750	£10 £1	£8 £1	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	5 1/2 %	London £64.10/- \$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$906,872	\$1,959,926	\$32 for 1902	6 %	\$540 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,342 \$322,137	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 63 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,791	\$486,284	\$12 for 1902	9 1/2 %	\$125 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$9,000	\$110,551	\$15 for 1902	7 1/2 %	\$200 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$295 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$1,561	\$319,947	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 sellers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$257,000 \$533,000 \$149,409 \$249,000	\$41,538	\$14 for second half-year 1903	10 1/2 %	\$28 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£80,000 £100,000	£5,380	10/- for 1902	5 1/2 %	\$105 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,815	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$35,000 \$7,750	\$137	\$1.20 for year ending 30.4.03	3 1/2 %	\$32 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000 \$21,775 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 1/2 %	\$135 ex div.
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 Tls. 98,000 Tls. 201,614	£19,555 Tls. 865	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	28/- sales
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Tls. 865	Final of Tls. 2 making Tls. 4 1/2	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 % 7 1/2 %	Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$143 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£1,500,000	£7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	50,000	£1	£1	£30,000	£6,671	No. 2 of 1/-		Tls. 7
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$213
C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 %	Tls. 147 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$245 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	4 1/2 %	\$195 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$29,926	\$7 dividend	6 1/2 %	\$205 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	12,000	\$100	\$100	\$14,000 \$50,800	\$28,015	\$10 div. & \$2 1/2 bonus for 1903	4 1/2 %	\$104 buyers
Shanghai and Hongkew Wharf Company	30,000	\$50	\$50	\$50,800	Tls. 22,895	Final of Tls. 2 1/2 making \$5 for 1903	4 1/2 %	Tls. 152 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	Tls. 6,000 \$55,500	\$4,548	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$154 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	Tls. 10
Wei-hai-wei Land and Building Company, Limited	3,704	Tls. 25	Tls. 25	none	Tls. 1,362	Final of 1.70 making \$3.20 for 1903	6 %	\$54 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$138 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$10,771	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 146 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 29,000	Tls. 655	\$3 1/2 for year ended 30.6.30	7 1/2 %	Tls. 35
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	Tls. 6,804		\$5 for the year ending 28.2.1903	12 1/2 %	Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	\$4,980	Interim of Tls. 3 1/2	7 %	Tls. 50
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	90 cents for 1903	8 1/2 %	\$11 buyers
Empire Estate & Finance Company, Limited	150,000	\$10	\$10	\$300,607 \$50,000	\$99,177			
COTTON MILLS.								
Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898		Tls. 25 buyers
Yung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares		Tls. 24 sellers
Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 1/2 for 1897		Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 62 sales
Imbra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900		\$200
Opium Company, Limited	67,500	\$10	\$10			First year		\$10
MISCELLANEOUS.								
British Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 %	\$25
British-Borneo Company, Limited	100,000	\$12	\$12	none	Nil.	60 cents for 1903	6 1/2 %	\$10 buyers
Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$3,077	Interim of 50 cents for 1903	6 1/2 %	\$15
Watsons, Limited	10,000	\$10	\$10	\$25,000	\$1,042	\$1 for 1903		\$70 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$3,802	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$74
Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$9 sales
Hong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	45 cents for year ending 30.4.1903	6 1/2 %	\$74 buyers
Hong & China Gas Company, Limited	30,000	\$10	\$10	none	\$3,453	45 cents for year ending 30.4.1903	6 1/2 %	\$74 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 218,500 Tls. 108,172	Tls. 7,387	4 1/2 div. and 2/- bonus for 1902		Tls. 115 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/4 for 1903	7 1/2 %	Tls. 400 sellers
Shanghai Native City Waterworks Company, Ltd.	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 607	Final of 37/6 making 52/6 for 1903	7 1/2 %	Tls. 140 sales
Holtz, Limited	4,941	Tls. 100	Tls. 100	none	Tls. 413	Final of 4 1/2 making Tls. 16 for 1903	7 1/2 %	Tls. 130 sellers
Crawford & Co., Limited (Shanghai)	21,000	\$20	\$20	\$186,000	\$13,104	Final of 12 making \$14 for 1903	12 1/2 %	\$18 sales
Singapore Rope Manufacturing Company, Ltd.	2,500	\$100	\$100	none	\$21,182	Final of 57 making \$12 for year end. 29.2.04	10 1/2 %	\$13 buyers
Singapore Ice Company, Limited	10,000	\$25	\$25	\$50,000	\$8,395	\$10 for 1903	7 %	\$10
Singapore Ice Company, Limited	5,000	\$25	\$25	\$30,000	\$5,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Singapore High-Level Tramways Company, Ltd.	2,000	\$100	\$100	\$46,000	\$5,844	Final of 12 making \$16 for 1903	7 1/2 %	\$20 buyers
Singapore Farm Company, Limited	1,250	\$100	\$100	\$330.00	\$4,283	\$20 for year ending 30.11.1903	10 1/2 %	\$60 sales
Bell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$3,029	\$14 for year ending 31.7.1903	9 1/2 %	\$500
Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$390	\$3 for 1903	9 %	\$34 buyers
Asbestos Oriental Agency, Limited	9,900	\$10	\$10	none	\$119	None	8 %	\$37
Do. (Founders')	100	\$10	\$10	\$14,000	\$119	100 cents for year ended 31.5.1903	10 %	\$5 sellers
Singapore Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,518	Interim of 70 cents	14 1/2 %	\$20 buyers
Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$7,953	None	9 %	\$15 buyers
Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903	10 %	\$5 buyers
Chappell, tot Mij, Bosch en Landbouwen	25,000	Gs. 100	Gs. 100	Tls. 314,669	Tls. 27,887	First quarterly dividend of Tls. 10	14 %	Tls. 202 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Final of Tls. 3 making Tls. 10 for 1903	7 %	Tls. 71 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 3 making Tls. 10 for 1903	0 %	Tls. 115 buyers
Do. (Founders')	6,000	\$15	\$12	\$10,000	\$51,953	Final of \$10 making \$1.70 for 1903	13 1/2 %	\$30
Shanghai Flour Mill Co., Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
Shanghai Flour Mills, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 61 sales
Shanghai Trading Company, Limited	10,000	\$100	\$100	\$16,000		\$10 for 1903	7 1/2 %	Tls. 115 buyers
Shanghai and Neave, Limited	250,000	\$10	\$10	\$60,000	\$83,403	208 div. and 30 cents bonus for half year ended 30.6.1903	8 %	\$11 buyers
Shanghai and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$1 bonus for 1903	8 %	\$20
Shanghai and Neave, Limited	3,400	\$10	\$10	none		\$2 for year ended 31.10.1903	8 %	\$20
Shanghai and Neave, Limited	1,200	\$50	\$50	none		First year		\$20
Shanghai and Neave, Limited	6,000	\$25	\$25	none		First year		\$20